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PAGNE LIQUEUR ... 40 3.50A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 19th August, 1908.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and address with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic address: P. M. S.

Order: A.B.C. 5th Ed. Editor.

P. O. Box, 8th. Telephone No. 12.

DEATH.

On August 16th, at Portofolli, Malta, EDITH FANNY, wife of the late ARTHUR ANDERSON. [1205]

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.4

The Daily Press.

HONGKONG, AUGUST 21st, 1908.

For very nearly half a century the improvement of the harbour of Macao has been under consideration by the Government at Lisbon. Every year's delay has meant an aggravation of the cause of complaint, and now it has become absolutely imperative that dredging operations should be undertaken. The statement made by the new Governor in his first public speech in the Colony that his initial efforts would be directed to this important question is a welcome announcement alike to the community of Macao and to all mariners charged with the duty of taking ships in or out of the harbour. It will not have been forgotten, however, that many, if not every one of Senhor RODRIGUES' predecessors in office were most sincerely anxious to see this important work undertaken, and none more so than the last Governor. Recollection of this fact certainly does not tend to inspire confidence in the public mind that the new Governor will be able to prevail any more effectively than his predecessors against the blank wall of inaction at Lisbon, but there are good reasons for adopting a more optimistic view of the matter. If it be true, as report has it at the time, that Senhor RODRIGUES resigned the Governorship of Macao as a protest against the stultification of his efforts by the authorities at Lisbon, we may gather even from the brief summary of the new Governor's speech communicated by our

Macao correspondent, that this strong action has not been without effect. Evidently in his pursuit of information available in Lisbon with regard to his future sphere of labour, Senhor RODRIGUES has been impressed by the injustice the Home Government has done to the Colony of Macao in starting public improvements and withdrawing from the Colony funds which might have been spent in the Colony to its immediate and permanent advantage and to the ultimate gain of the mother country. No doubt this matter was well discussed with the responsible officials and it will be sincerely hoped by all well-wishers of the Colony that the Lisbon authorities have at last been persuaded of this injustice. The harbour is now so silted up that the cost of dredging it will be very considerable, and Macao was never so illable to bear that cost as she is to-day. Had the matter been taken in hand a quarter of a century ago when the Colony enforced previous appeals to Lisbon by a direct petition to the King of Portugal, the work would have cost far less than it will now. Procrastination has proved very expensive. Portuguese engineers who reported on the project warned the Government years ago that the ruin of the port was inevitable unless dredging operations were undertaken and the necessary works constructed for the regulation of the currents in the harbour. This prediction has to a large extent been fulfilled, and the longer these improvement works are delayed the worse will it be for the Colony and also for the Mother country which has up to now been able to regard it as a valuable asset to the nation.

The news which we published yesterday from our London correspondent to the effect that Holland had decided to blockade Venezuelan ports was important not so much because it indicated that the little republic which has caused so much trouble to other Powers of late was at length to receive a much-needed lesson, but because it proclaimed the fact that on occasion the Monroe doctrine may be suspended. It will be remembered that when President GROVER CLEVELAND, who died only a few weeks ago, restated some ten or twelve years the Monroe doctrine with an application to the circumstances of the time when Great Britain was in dispute with Venezuela, considerable irritation was aroused in Britain and feeling ran high. It was regarded as an undue interference with British interests, and, however sound the doctrine might be, the fact could not be overlooked that from the point of view of the United States there might arise an occasion when it would be impugned. Fortunately that evil day has not dawned yet, and if America displays the same sound common sense as she does to-day the unhappy contingency may be long delayed.

It is well known that Venezuela has been storing up trouble with a persistence which is almost akin to madness. Not only the United States itself has broken off diplomatic relations with the Government of the country, but Great Britain, France, and Holland have claims against her which demand settlement. There is something extremely ludicrous in the spectacle of this little Republic defying so many of the greater Powers of the world, and were it not so serious the world could afford to laugh at the little bantam cock which crows so loudly from its own little dirt heap. But patience has its limits, and so has the Monroe doctrine. The Dutch Minister having been expelled from Caracas, the situation between the Netherlands and Venezuela became more acute, and the natural consequence followed that Holland should take steps to avenge this insult. Satisfaction was demanded, but none being forthcoming, the Dutch decided on a naval demonstration which would doubtless bring about the desired result. The United States has declared her sympathy with punitive measures of this description; and, as an American journal remarks, "the Monroe doctrine will take a vacation from Venezuela for a time." Of course it could not well be otherwise. If the United States wished to exercise a species of protection over the whole of the new world south of her own borders she must also incur a certain amount of obligation in preserving peace and maintaining order within that sphere. On the present occasion, however, she has not shown any inclination to interfere, has not even threatened to use "the big stick" and the duty of bringing the Venezuelan Government to reason therefore fell to one or other of the Powers concerned. Holland having perhaps the greatest cause for quarrel has been forced to take severe measures and there can be little doubt that apologies will be tendered all round and that Venezuela will be allowed to continue its independent career.

It will be readily admitted that the source of all the trouble and all the international complication in that part of the world is traced to President CASTRO, who for nine years has controlled the destinies of the Republic. The government has ceased to be representative and, in his hands, it is a one-man power, which has not been used in the interests of the country but for his own aggrandisement. With a charming irresponsibility he quarrels with country after country, to the detriment of his own. As a Canadian newspaper sagely remarks, he is a "long distance" fighter, but probably he will become less bellicose when he finds a hostile fleet blockading his ports and the inhabitants rising in protest against the dangers and hardships to which they are exposed. Whether the force behind the protest will be sufficiently strong to remove this commanding figure from Venezuelan affairs remains to be seen, but it does not take us far into the realm of conjecture to declare that there will be little security for peace so long as he is allowed to remain in his present position. Of course no one who knows anything of the mercurial temperament of the Latin races in South America and the instability of the various governments there would hope for great reforms from a successive president and government, but conditions could not be much worse than they are under the existing régime and no improvement seems possible without a change. The Dutch demonstration will doubtless bring the President to terms and if it also indirectly brought about another revolution in Venezuela no one would be surprised. But its effect in international politics is far reaching. It shows that the Monroe doctrine has more elasticity than some European politicians, particularly British, thought and this consent on the part of the United States Government to armed intervention by a European Power on the American Continent establishes a precedent which must be regarded as of the highest importance.

The third day's hearing of the action in the Supreme Court in which the Imperial Bank of China are the plaintiffs was concluded yesterday. Mr. Matsui, Counselor of the Japanese Embassy at Washington, has notified Mr. Bacon that the Emperor has ratified the Arbitration Treaty between Japan and the United States. At the Magistracy yesterday Mr. J. H. Kemp sentenced a native to six weeks' imprisonment with hard labour for stealing the clothing of a passenger on board the s.s. "Fatsan". With regard to Sven Holm it is suggested to account for the continued absence of all news that he may have turned northward in his journey to Khotan and have made for Western China. In that case the first news of him may come from Peking. For unlawfully falling to exhibit a white light on board his fishing junk while under way in Aberdeen harbour on the 18th instant, the Hon. Commander Bull Taylor, R.N., (Marine Magistrate), yesterday fined the master £2. Mr. Edgar G. Barrett, Manager of Messrs. Dodwell & Co. Ltd. who was elected an Associate of the Society of Accountants and Auditors in 1905, after passing the necessary examination, has, we note, just been elected a Fellow of the Society which entitles him to appear F. S. A. A. to his name. A native went into the accountant's room in a boarding house in Wing Lok Street on Wednesday, broke open a box and was departing with eight pieces of clothing when he was detained by a foki and handed over to the police. He was charged at the Magistracy yesterday with larceny, and Mr. Kemp sentenced him to one month's imprisonment. The death is reported of Captain Blanchard of 52, Macdonnell Road, Kowloon, from heart failure. The deceased skipper was well-known along the China coast, and was last employed as chief officer of the s.s. "Hoising". His remains were interred in the Happy Valley cemetery yesterday afternoon, a large number of friends attending the funeral. A cat was basking in the sun on the footpath of Hollywood Road on Wednesday. A native named Ching Keng is alleged to have picked it up, put it in a box and walked off. The owner of the animal followed, gave Ching in charge, and yesterday he was placed before Mr. J. R. Wood at the Police Court on a charge of theft. He told Mr. Wood that he bought the cat for sixty cents. His Worship asked if he was willing to return it to the complainant. Defendant said he was. The cat was returned, and defendant discharged.

On Wednesday evening a man named Veste, accompanied by a friend, entered a restaurant at 125, Wellington Street, and injured the price of soda water. On being told, he called for two bottles of soda water. The waiter, who was about to depart without paying, and on a foot pointing out the omission, Veste picked up a stool and chased him round the shop. The police were called, and the European arrested, his friend leaving him during the melee. Veste was charged before Mr. J. H. Kemp at the Police Court yesterday with behaving in a disorderly manner and damaging property. On the first charge he was fined \$3, on the second \$2, and he was ordered to pay \$2 compensation.

TELEGRAMS.

[REUTER'S SERVICE.]

TURKEY.

LONDON, August 18th.

The Turkish Minister of Public Works in an interview, said that he had telegraphed to England and France for specialists to help in the great scheme of road making and irrigation, and added that Turkey would be assisted by foreign capital.

TRADE DEPRESSION IN AMERICA.

LONDON, August 18th.

The trade depression in America resembles the conditions existing in Great Britain. The imports for the past seven months have decreased by over fifty millions sterling, and the exports by nearly eighteen millions.

THE NAVAL LOAN.

LONDON, August 18th.

The London newspapers and city men are sceptical of the naval loan.

THE UNITED STATES AND HOLLAND.

LONDON, August 18th.

The United States Government have expressed sympathy with Holland regarding Venezuela, and have informed her that a Dutch blockade or other maritime measures will not be opposed, provided there is no military occupation.

DISASTROUS COLLIERY EXPLOSION.

LONDON, August 18th.

A disastrous colliery explosion has occurred at the Maypole Colliery near Wigan, Lancashire. Seventy-six miners are entombed. Rescue parties have descended the pit but are hindered by the gases, and there is little hope of rescue. Three dead have already been recovered. The scenes at the pit mouth where the wives and families of the entombed miners are congregated, are heartrending.

LATE TELEGRAMS.

[FROM ORYON PAPER.]

M.C.C. INVITATION ACCEPTED.

LONDON, August 5th.

The Australians have accepted the M.C.C.'s invitation to visit England in 1909.

ENGLISH CRICKET.

LONDON, August 4th.

Yorkshire has beaten Lancashire by 190 runs. Kent has beaten Sussex by an innings and ten runs. Derbyshire has beaten Hampshire by 126 runs. Gloucestershire has beaten Essex by 48 runs. Worcestershire versus Warwickshire, and Leicestershire versus Northamptonshire, were drawn. Surrey versus Nottingham and Somerset versus Middlesex were abandoned.

RAILWAY AMALGAMATION.

LONDON, August 5th.

It is reported that the Midland, the North-Western, and the Lancashire and Yorkshire Railways have concluded an agreement with reference to competitive traffic, which, it is estimated, will save a minimum of two hundred thousand pounds per annum. The stocks of all the three railways have advanced in consequence.

CHINESE NAVY LEAGUE.

Thousands of pounds have been subscribed by Chinese merchants in Sydney, Melbourne, and Adelaide towards the newly-formed Chinese Navy Association, which has been founded to promote voluntary contributions from Chinese throughout the world, with the object of securing an enormous increase in China's fleet.

Chinese women, says a Melbourne dispatch, are conducting a vigorous campaign in support of the movement.

FAMOUS CHURCH BURNT.

A telegram from Ponta Delgada (Azores) states that as a result of a great fire the ancient and beautiful church of St. Vincent has been completely destroyed. The church was one of the wealthiest in Portuguese territory, and was famed throughout the world for the great treasures it contained. These included chandeliers of solid gold and many priceless paintings, sculptures and tapestries, all of which have been lost. For four pieces of its old Moorish tapestry an American recently offered 22,500, which, however, was declined. The telegram states that the inhabitants of the town made repeated and heroic efforts to save the building, and are inconsolable at its destruction.

PHILOSOPHY IN MOROCCO.

The policy of refusing ransom for the victims of Moroccan brigandage seems to be working most successfully. Mr. Clark-Kennedy, the latest prize of the bill, has been released, partly because of his philosophical behaviour, but also because he was a philosopher himself. He had won the approval and admiration of his captors. When a ransom of £10,000 was offered to him he made a first and final bid of £200 and when disappointed he refused to be rebuffed. Mr. Clark-Kennedy, lost by such a proceeding. Mr. Clark-Kennedy, according to one of his late captors, is "a type of man born to be a Moroccan," which is doubtless the highest compliment that a Nasrène is capable of making to the same source is decidedly illuminating. Asked which of the rival Sultans he preferred, the hillman voted for both, since "what you term anarchy" means that there are no pestering rulers at all.

-Pall Mall Gazette.

THE BRITISH POST OFFICES IN NORTH CHINA.

[FROM OUR PEKING CORRESPONDENT.]

August 6th.

The Hongkong Postmaster has caused to be published in Tientsin an announcement that the British Postal Agency in this post will be closed on October 10 next. A similar announcement was made last year, but the Tientsin office was not closed then, owing to the British Municipal Councils and the Chamber of Commerce coming forward with a guarantee for the amount of the deficit involved in the running of the establishment. Negotiations are now afoot with a view to renewing this arrangement but it is by no means certain that it will be renewed.

During the past twelve months the general body of British and other residents in the British Concessions of Tientsin have been taxed to the tune of \$7,500 per annum in order that the British Postal Agency here might be maintained and they contend that the chief benefits resulting from the existence of the agency are derived by heads of the commercial houses. This is to say, the community at large pays for the convenience of a small section of itself.

Hongkong naturally declines to bear the burden of the deficit, though last year there were some in Tientsin who would not have objected to this and did not seem to see anything unnatural in a plan that would have been so economical to Tientsin. Hongkong, however, has from the first stood to its guns; it will not conduct the Tientsin agency at a loss and if Tientsin wishes the agency continued, so long as the loss in working lasts, Tientsin must make it good. The matter is left, therefore, for local adjustment. There is every hope of the agency being preserved if the shipping and mercantile part of the community will bear a larger proportion of the financial burden than they have hitherto been willing to do. But the general body of ratepayers will probably kick if it is selfishly proposed to victimise them on behalf of a specially interested section.

WEL-HAI-WEI BRITISH POST OFFICE.

There is a British Postal Agency at Wel-hai-wei, too, and there have come to my knowledge certain curious facts regarding the working of the correspondence of that post. A Tientsin resident went there for a holiday with his wife, who was an invalid. While there they had letters, papers, etc., forwarded from Tientsin. In one case a letter took no fewer than 23 days in reaching its destination, though ordinarily the time occupied should not exceed 48 hours. The postmark on the envelope showed that the letter had been on a circular tour via Hongkong. The same gentleman left his wife at Wel-hai-wei and returned to Tientsin. Before he left he wrote a letter to Tientsin. This was posted two days before his own departure, but was not delivered to the addressee till two days after he had arrived in Tientsin, so that it would have been far quicker had he kept his letter in his pocket till he got to Tientsin and then sent it by post.

Again, while he was still at Wel-hai-wei, some letters from England arrived by Siberian mail at his Tientsin residence, and were forwarded to him at the Wel-hai-wei Hotel. When they arrived he had left for Tientsin, so his wife placed them (five in number) in one envelope, and posted them back to Tientsin. So far they have not reached the addressee, who has in the meantime received several other letters from his wife in which references are made to these home letters duly despatched but not yet delivered. Possibly the five letters may yet turn up after visiting Hongkong, Singapore, and other ports where there are British postal agencies and offices. It is obvious, however, that whether the fault be at Wel-hai-wei or elsewhere, arrangements which permit of such delayed delivery as that I have indicated—and there are also instances of absolute non-delivery—are deplorable, and should be remedied in the interest of Britain's good name if not in the interest of those using the British post office in the Far-East.

Another curious case came within my personal knowledge. A letter was delivered in Tientsin addressed to a correspondent at Oakland, California, U.S.A. It bore the address of the sender, a foreigner in Weishien, Shantung. How it ever came to be delivered in Tientsin I do not know. One would suppose that from Weishien it would have been sent to one of the coast ports and thence to Shanghai to be conveyed to America. But Tientsin is clearly off the route between Shantung and California. This letter had been posted at the Chinese Post Office, so that the bungling is not confined to the British Post Office.

August 10.

THE TIENTSIN BRITISH POST OFFICE.

I have just obtained the latest intelligence with regard to the proposed closing of the British Postal Agency in Tientsin. It had been anticipated that fresh and satisfactory arrangements would be made for making good the deficit as required by the Hongkong Postmaster-General. I now learn that, though prolonged negotiations have taken place with this view, the attempt to obtain a fresh subsidy locally has been unsuccessful. As I have previously mentioned, last year's decision of the two British Municipal Councils to contribute a sum of \$7,500 out of the rates evoked much unfavourable comment, and the Municipal fathers, much as they like cut-and-dried schemes, and little as they consult the general body of ratepayers and electors, have this year hesitated to repeat their financial undertaking of last year. When therefore, their guarantee of the deficit expires, on Oct. 10 next, the British Post Office in Tientsin will be finally closed, and Tientsin will lose the advantages of the British party post and will have to revert to the old 24d. rate. This will result in the advantage of the Imperial Post Office.

It is to be noted that the French and German Communities in Tientsin manage to

maintain their own national post offices without the slightest hint being made of any proposal for their discontinuance. At the moment I cannot say whether either of them is run at a loss, though I should think it probable in both cases, since both the French and German Communities in Tientsin are smaller than the British. But whether this be actually the case or not, for patriotic reasons they are kept up without murmur or protest of any kind.

It may interest Hongkong readers and others residing on the old mail route to know that it is the heavy losses by the transit of letters over the Siberian Railway and by other routes that have caused the Tientsin Office to be closed.

ALLEGED FALSE DECLARATION.

The trial of Lam Kiu, a Chinese woman, on a charge of making a false declaration before the Supreme Court, was opened before Mr. J. R. Wood at the Magistracy yesterday afternoon, when Mr. F. B. L. Bowley, Crown Solicitor, appeared to prosecute.

Li Hon Mo, chief interpreter at the Supreme Court, said it was part of his duty to fill up papers for the administration of estates under a small sum. The exhibits produced were in his handwriting. He first saw the petitioner at the Registry, and after being told what he wanted took him to see the Registrar, Mr. Selb, who directed witness to fill up the necessary papers. The information for the petition, witness obtained from the petitioner, and the declaration from a woman, but he could not say whether defendant was the declarant. Witness explained to the woman why the declaration was required, and she appeared to thoroughly understand what was said. After the papers were filled up they were handed to Mr. Mankie to interpret so that there should be no mistake.

His Worship—Is it part of your duty to certify that you believe certain documents to be true?

Witness—No, and this is the first I remember having signed, saying I believed the contents to be true.

Further evidence was heard, and the case adjourned.

TRAGIC AFFAIR AT PEKING.

SUSPECTED JAPANESE TRAITOR SHOT.

A Peking telegram of the 5th instant, translated by the Japan Chronicle from a Japanese paper, reads as follows:—

Kawakita Daijro, an Artillery Captain in the Japanese Army, on reserve, who has been here for a long time without any fixed profession, has been under surveillance of the Japanese Legation guard, his conduct being regarded as suspicious. It was at last found that he was trying to sell Japanese military papers to Russian officers and the Chinese army. Yesterday (4th instant), one of the Legation guard visited the lodging of the officer and asked him to go to the Japanese Legation. Upon this Captain Kawakita suddenly drew a small sword and attempted to stab the guardsmen. A struggle ensued between them, and the guardsman in self-defence drew a revolver and shot the officer dead.

The particulars of the affair are kept secret for convenience of investigation, but even, though a military map has been offered for sale, though of an important nature, it scarcely seems to come under the category of secrets.

PIRATES AGAIN.

A trading junk was riding peacefully at anchor off Saikung on the night of the 6th instant. Dark was just closing in when another junk ran alongside her and made fast. Before those on board the trader were aware of what had happened, eight pirates, armed with knives and revolvers, swarmed on board—and had little difficulty in driving the terrified crew into the hold, no resistance being offered. When all were under hatches the pirates battened down and proceeded to ransack the vessel. After transferring goods to the value of \$268.90 to their own craft they sailed away without releasing the crew of the trading junk. When all was quiet, however, the latter set to work, and after much exertion succeeded in forcing the pirates off the anchor and set sail for Hongkong. On arrival here they reported the matter at the Water Police Station, and Detective-Sergeant Wilton took the case in hand. His investigations have led to the arrest of eight seamen, who were charged before Mr. J. R. Wood at the Magistracy yesterday with armed robbery. The hearing of the charge was adjourned.

THE GERMAN TROOPS FOR THE FAR EAST.

It is stated that this year's relief contingent for the German Far Eastern detachment, consisting of ten officers and seventy-nine non-commissioned officers and men, will be sent to its destination by rail through Russia, Manchuria, and China, the Governments of Russia, Japan, and China having willingly assented to the plan. The departure of the contingent for Peking from Wirballen, the Russian frontier station, was fixed to take place on August 4. Apart from the considerable saving in time the journey by rail will be much cheaper than by sea.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Silezia* left Shanghai for this port on the 19th inst., and is due here on the 23rd inst. a.m.

The C.P.R. str. *Empress of India* arrived Nagasaki at 10 a.m. on Thursday, the 20th inst., and left again at 6 p.m. same day for Kobe where she is due to arrive at 10 p.m. to-day.

The Silk ex M.M. str. *Polynesia*, which left this port on the 7th ult., was delivered in Lyons on the 10th inst.

SHIPPING.

ARRIVALS.

BRAMMAR, British str., 1,235, Sazby, 20th Aug.
—Samarang 10th Aug. Sugar—Doddwell & Co.
CHILLI, British str., 1,143, J. Warrack, 20th Aug.
—Haiphong Aug. 15th and Hoikow 19th, General—Butterfield & Swire.
CHIRPINS, British str., 20th August—Canton.
INARA MARU, Japanese str., 6,189, Wm. Bainbridge, 19th August—London and Singapore 14th August, General—Nippon Yusen Kaisha.
JOSEPH MARU, Japanese str., 702, Kaburaki, 15th August—Tamsui Aug. 15th and Swatow 18th, General—Osaka Shosen Kaisha.
TAMHUN, Chinese str., 20th August—Canton.
YOKOW, British str., 20th August—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
20th August.
Brammar, British str., for Moji.
Desvent, British str., for Saigon.
Eastern, British str., for Sydney and Australia.

DEPARTURES.

20th August.
CYCLOPS, British str., for Singapore.
GLENKERRY, British str., for Shanghai.
MALTA, British str., for Shanghai.
PETROBRAS, German str., for Swatow.
TUNGTAU, German str., for Bangkok.

VESSELS IN DOCK.

August 20th.
ARRIVED DOCKS.—Hutchings, Spier.
DOCK DOCKS.—Sawaguchi, Laisang.
Amara, L.M.S. Whiting, Jupiter, H.M.S. Robin, Barra, U.S.S. Albatross, Tak Hing, Lamington.
COMMERCIAL DOCKS.—Pachontas, Aphrodite.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN"

Captain Robson, will be despatched for the above Ports TO-DAY, the 21st inst., at 2 P.M.

Arrival of 20 per cent. on First Class fares to Fochow will be made during the months of August and September.

For Freight or Passage, apply to

DOUGLAS, LAIDLAK & Co., General Managers, 1196

Hongkong, 18th August, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA"

Captain B. W. H. Snow, R.N.R., carrying 115 M. tons, will be despatched for this for Bombay, &c., on SATURDAY the 22nd August, at Noon, taking passengers and cargo for the Company's "Macedonia," 10,500 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong.

8th and 9th, all cargo for France in the for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseille and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Caledonia," due in London on the 6th October, 1903.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

F. J. ABBOTT, Acting Superintendent, Hongkong, 11th August, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Callers at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the BRAZIL to PERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRATIC PORTS.

THE Company's Steamship

"SILESIA"

Capt. Radonich, will be despatched as above on or about TUESDAY, the 25th August, at Noon.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIEBER & Co., Agents, Princes Buildings, Hongkong, 21st August, 1903.

For SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"JAPAN"

Captain J. G. Offert, will be despatched for the above Ports on FRIDAY, the 28th inst., at Noon.

This steamer has superior accommodation for passengers and is installed throughout with Electric light, and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 20th August, 1903.

1204

"SHIRE" LINE OF STEAMERS.

LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Capt. G. C. Cundy, R.N.R., will be despatched for the above Ports on SATURDAY, the 29th August, 1903.

Surgeon and Stewardess carried.

For Freight and Passage, apply to

SHEWAN, TOMES & Co., Agents, Hongkong, 12th August, 1903.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via SUEZ CANAL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, HAMBURG & ANTWERP.	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.R.	SHEWAN, TOMES & Co.	On 29th inst.
LONDON & ANTWERP via SINGAPORE, &c.	STYRIA	Brit. str.	—	D. C. Gregory, R.N.R.	P. & O. S. N. Co.	About 28th inst.
LONDON, HAVRE & ANTWERP.	GLENKERRY	Brit. str.	—	T. Darke	McGREGOR BROS. & GOW.	On 30th inst.
HAVRE, DUNKIRK & HAMBURG &c.	SILVIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERIKA LINIE	About Middle of Sept.
HAVRE & HAMBURG via STRAITS, &c.	AMERICA	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schwabhammer	HAMBURG-AMERIKA LINIE	On 20th September.
MARSEILLES, &c., via PORTS OF CALL.	SILVIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 4th October.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	YABBA	Fr. str.	—	Seller	HAMBURG-AMERIKA LINIE	On 18th October.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SAURICI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 1st Sept., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN.	AVA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 2nd Sept., at D'light
MARSEILLES, ANTWERP & HAMBURG, &c.	CARAT	Dan. str.	—	Peter	MELCHERS & Co.	Middle of September.
NAPLES, GENOA, ALGERS, GIBRALTAR, &c.	SLAVONIA	Ger. str.	k.w.	Pahnke	HAMBURG-AMERIKA LINIE	On 11th September.
TRIESTE, &c., via SINGAPORE, &c.	P. R. LUTFOLD	Aut. str.	—	Radonich	SANDER, WIEBER & Co.	On 25th inst., at Noon.
NEW YORK via PORTS & RUEZ CANAL.	INDRAMAYO	Aut. str.	—	Cowley	SHEWAN, TOMES & Co.	On 19th September.
VANCOUVER via SHANGHAI JAPAN, &c.	LENNOX	Brit. str.	2m	—	CANADIAN PACIFIC R. Co.	On 5th Sept., at 4 P.M.
VICTORIA B.C. & TACOMA via KHLUNG & JAPAN	KUMERIC	Am. str.	—	—	CANADIAN PACIFIC R. Co.	On 11th Sept., at Noon.
VICTORIA B.C. & SEATTLE, WASH., &c.	ITO MARU	Jap. str.	—	G. S. Ishikawa	DOUGLASS & Co., Ltd.	To-morrow, at Noon.
AUSTRALIAN PORTS via MANILA	KAOA MARU	Jap. str.	1m	S. Ishikawa	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1m	G. W. Eldy	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
AUSTRALIAN PORTS via MANILA	YANITA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 2nd Sept., at 4 P.M.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	J. Minson	MELCHERS & Co.	On 4th Sept., at Noon.
VLADIVOSTOK	STURANI	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th Sept., at 5 P.M.
KOBE and YOKOHAMA	INARA MARU	Jap. str.	—	Wm. Bainbridge	MELCHERS & Co.	On 2nd Oct., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd inst.
MOJI & KOBE	TAKASAKI MARU	Jap. str.	—	Mooker	NIPPON YUSEN KAISHA	On 28th inst.
JAPAN	TIYANAS	Dut. str.	—	Pand	JAYA-CHINA-JAPAN LIGN	On 28th inst.
CHINGWANGTIAO, JAPAN, AMERICA, &c.	QUESSANT	Fr. str.	—	—	J. NALIN	Quick despatch.
TIENSWIN via SWATOW, WHEATWY & CHEFOO	CHIEFING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
TSINGTAI, NAGASAKI & VLADIVOSTOK	KUICHOW	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	KWLOON	Ger. str.	1m	—	MELCHERS & Co.	To-day, at Noon.
SHANGHAI via SWATOW	WONGSUNG	Fr. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 28th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	—	MELCHERS & Co.	On 27th inst.
SHANGHAI, YOKOHAMA & KOBE	BRASILIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 27th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	JAPAN	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 28th inst.
SHANGHAI, YOKOHAMA & KOBE	NORR	Brit. str.	—	—	P. & O. S. N. Co.	About 28th inst.
SHANGHAI, YOKOHAMA & KOBE	DRANEA	Brit. str.	—	—	P. & O. S. N. Co.	About 3rd Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SILVIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th September.
SHANGHAI & CHINKIANG	NAMANG	Brit. str.	1m	—	JARDINE, MATHESON & Co., Ltd.	On 15th Sept., at Noon.
NINGPO & SHANGHAI	FOCHOW	Brit. str.	1m	—	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SHANGHAI	YOKOHAMA	Brit. str.	—	—	JAYA-CHINA-JAPAN LIGN	To-day, at 4 P.M.
TAMU via SWTOW & AMOY	JOSEPH MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	Quick despatch.
SWATOW, AMOY & FOCHOW	CHIKKI	Brit. str.	1m	—	DOUGLAS LAIDLAK & Co.	On 23rd inst., at 9 A.M.
HOIHOW & HAIPHONG	YUNSHAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 2 P.M.
MANILA	ZAPIRO	Brit. str.	1m	—	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 8 A.M.
MANILA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	RUBI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
MANILA	KATONG	Brit. str.	k.w.	—	SHEWAN, TOMES & Co.	On 28th inst., at Noon.
KUDAT & SANDAKAN	BOHNEO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
BOMDAY via SINGAPORE & COLOMBO	JOSEPH MARU	Jap. str.	—	—	MELCHERS & Co.	Beginning of September.
SINGAPORE, CALCUTTA & COLOMBO	ABONIA	Rus. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
BATAVIA, CHERIEON, SAMARANG, &c.	TULATIA	Dut. str.	—	—	JAYA-CHINA-JAPAN LIGN	On 25th inst., at 3 P.M.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ REGENT LUITPOLD"	Wedday, 26th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"PRINZ EITELFRIEDRICH"	About Wed., 28th Aug.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	Thursday, 10th Sept., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO"	Beginning of September.

NORDDEUTSCHER LLOYD. MELOHERN & CO. GENERAL AGENTS, HONGKONG & CHINA.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

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PROPOSED SAILINGS. (Subject to Alteration)	TELE. LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000	SATURDAY, 5th Sept.	26th Sept.
"LENNOX" 3,700	FRIDAY, 11th Sept.	10th Oct.
"EMPEROR OF CHINA" 6,000	SATURDAY, 28th Sept.	17th Oct.
"MONTAGLE" 6,183	SATURDAY, 3rd Oct.	27th Oct.
"EMPEROR OF INDIA" 6,000	SATURDAY, 17th Oct.	7th Nov.
"EMPEROR OF JAPAN" 6,000	SATURDAY, 7th Nov.	28th Nov.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

S.S. "MONTAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

The quickest route to CANADA, UNITED STATES and EUROPE, calling at YOKOHAMA, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA, and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamship.

14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class, 41st Class, 42nd Class, 43rd Class, 44th Class, 45th Class, 46th Class, 47th Class, 48th Class, 49th Class, 50th Class, 51st Class, 52nd Class, 53rd Class, 54th Class, 55th Class, 56th Class, 57th Class, 58th Class, 59th Class, 60th Class, 61st Class, 62nd Class, 63rd Class, 64th Class, 65th Class, 66th Class, 67th Class, 68th Class, 69th Class, 70th Class, 71st Class, 72nd Class, 73rd Class, 74th Class, 75th Class, 76th Class, 77th Class, 78th Class, 79th Class, 80th Class, 81st Class, 82nd Class, 83rd Class, 84th Class, 85th Class, 86th Class, 87th Class, 88th Class, 89th Class, 90th Class, 91st Class, 92nd Class, 93rd Class, 94th Class, 95th Class, 96th Class, 97th Class, 98th Class, 99th Class, 100th Class.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

SPECIAL FARES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomatic and Civil Services, and to European Officials in the Service of China.

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FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 31st Aug., P.M.
MARSEILLES via PORTS	"YARRA"	On 1st Sept., 1 P.M.
SHANGHAI	"VILLE DE LA CIOTAT"	On 14th Sept., P.M.
MARSEILLES, &c.	"AUSTRALIEN"	On 15th Sept., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Cienfuegos for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27 10s. up to 27 10s. 20. hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	Cowley	On 24th Aug., Noon.

These Steamers are specially fitted for the carriage of Arctic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

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DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS, Hongkong, 21st August, 1903.

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"GLEN" LINE OF STEAMERS.
FOR LONDON, HAVRE AND ANTWERP.

THE Steamship

"GLENROY"

Captain T. Darke, will be despatched as above on SUNDAY, the 30th August.

For Freight apply to

McGREGOR BROS. & GOW, Hongkong, 13th August, 1903.

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Hongkong, 4th August, 1898.

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